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QUARTER-BOTTLES
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Per Case of 100 Bottles ...\$7.50
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12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857.

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MADEIRA.
For Doz.\$24.00
INVALUABLE DURING CHANGE
OF SEASONS.
H. PRICE & CO.
12, QUEEN'S ROAD.

No. 13,614 號肆十壹百陸千壹萬第 日十式月九年十二緒光 HONGKONG, THURSDAY, OCTOBER 31st, 1901. 叁拜禮 號壹十叁月十年壹零百九千壹英港香 PRICE, \$2½ PER MONTH

CHAMPAGNE

JULES MUMM

PER CASE, PINTS, \$50; QUARTS, \$48.

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LIMITED,

THE HONGKONG DISPENSARY.

CUTLER PALMER AND CO.

WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. U. ANDERSON,
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FAMOUS

KILMARNOCK WHISKY.

This World-renowned
Fine Old HIGHLAND WHISKY,
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents,
SIEMSEN & CO.

Hongkong, 1st January, 1901.

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PRICE \$10.75 PER DOZEN

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"SPECIAL BLEND" WHISKY
Blend
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Distillations of the
Finest Scotch Whiskies

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TIME TABLE

WEEK DAYS.
7.30 a.m. to 8.00 a.m. ...Every 10 minutes.
8.00 a.m. to 9.30 a.m. ...Every 15 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.00 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 15 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.00 p.m. to 5.30 p.m. ...Every 15 minutes.
5.30 p.m. to 8.00 p.m. ...Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9 p.m., 9.45 to 11.15 p.m., very 1 hour.

SUNDAYS.
8.00 a.m. to 8.30 a.m. ...Every 15 minutes.
8.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
11.00 a.m. to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.
8.00 p.m. to 7.00 p.m. ...Every 10 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
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JOHN D. HUMPHREYS & SONS,
General Managers.
Hongkong, 1st October, 1901.

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THE pleasure of cycling consists in having
a first class Machine, and the above Estab-
lishment is always leading in this respect.
We are Agents for the famous "NEW
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and we also supply fittings of every description.
Bargains can be had in second hand Machines.
Repairs executed with promptitude and skill.
Smuggling a specialty.

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CONSULTING ENGINEER, SURVEYOR
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PLANS and Specifications Supplied for any
Class of Engineering Work. Marine
Work a Specialty. Designs prepared for
Small Coast Steamers, Light Draught Vessels,
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of any Class or for Special Requirements.
Now and Repair Work Supervised. Contractor
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Hongkong, 12th June, 1901.

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PORTLAND CEMENT.

\$5.50 per Cask of 37½ lbs. net or Factory.

\$3.30 per Bag of 250 lbs.

SHUWAN, TOMES & CO.

General Managers.
Hongkong, 1st June, 1901.

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SPECIAL OFFER of AUTUMN SUITINGS at the following EXCEPTIONAL PRICES

POSITIVELY FOR 1 WEEK ONLY!

FLANNEL LOUNGE SUITS	...	\$20.00
TWEED AND CASHMERE SUITS	...	\$29.00
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BLACK TWILL DRESS SUITS	...	\$45.00

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CHOICE SELECTION OF SWEETS.

"Reviving sweets repair the mind's decay."—POPE.

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ACCEPTABLE TO ALL

**BOX OF CADBURY'S
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A LARGE VARIETY IN FANCY BOXES AT POPULAR PRICES.

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ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

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\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

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This fine Wine is old, soft, and of grand flavour
See analysis and certificate by Professor Cassal

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A fine, full, and fruity wine.

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\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

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BLEND WHISKY,

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Very soft, palatable, and mature.

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\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

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D.O.M.,

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EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

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AQUARIUS.

SPARKLING MINERAL TABLE WATER.
MANUFACTURED ENTIRELY FROM PURE TREBLE-
DISTILLED WATER.

MIXES FREELY WITH WINES AND SPIRITS, WITHOUT IN ANY WAY
DESTROYING THE FLAVOUR.

Per 1 dozen Quarts ...\$2.50

Pints ...\$1.75

Empties allowed for at the rate of 85 Cents per dozen Quarts, and 60 Cents per dozen Pints.

SOLE AGENTS—

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15, Queen's Road, WINE AND SPIRIT MERCHANTS.

Hongkong, 25th October, 1901.

JOHNSON'S DIGESTIVE TABLETS

THE GREAT REMEDY FOR

INDIGESTION, DYSPEPSIA, FLATULENCY

AND ACIDITY OF THE STOMACH.

VICTORIA DISPENSARY.

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WITH ALL REQUISITES.

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BRASS AND IRON FOUNDERS.
COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS,
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PUMPS, PACKINGS, GENERAL STORES AND ENGINEERS' TOOLS OF
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LEATHER TRUNKS, BRIEF BAGS, DRESS SUIT CASES, &c.,

Are now being Shown.

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J. & F. MARTELL XXX.	FAVORI GREDEY & CO.
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NOTICE.
THE Undersigned carry in Stock an
extensive line of CIGARS and
CIGARETTES from the "GERMINAL"
FACTORY of "Mendocino," which they are
Sole Agents in Hongkong. Prices moderate.
Stock of specially selected quality. A trial
solicited. Special Terms to Exporters.
T. M. STEVENS & CO.,
1, Duddell Street.
Hongkong, 2nd August, 1901.

NOTICE.
ANY OUTSTANDING CLAIMS against
the Undersigned must be sent in on or
before the 31st instant for PAYMENT.
Customers are respectfully requested to
settle all their accounts before the above-
mentioned date.
C. M. BHESANIA & CO.,
5, Lyndhurst Terrace.
Hongkong, 25th October, 1901.

NOTICE FROM SHANGHAI.
**PRIME ROAST BEEF, GAME,
BRAWNS, PORK AND GAME PIES,**
&c., can be obtained from the undersigned
during the cold weather.
Orders will meet with prompt and careful
attention.
HOPKINS BUTCHERY,
Corner of Ningpo and Szechuen Roads,
SHANGHAI.
Shanghai, 21st October, 1901.

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THE STANDARD LIFE OFFICE.
ESTABLISHED 1825.

FUNDS ...\$9,500,000
REVENUE ...1,190,000
POLICIES are now issued in both
STERLING and MEXICAN DOL-
LAR currency to meet the requirements of
proposers.
For Rates and Full Particulars, apply to
DODWELL & CO., LD., Agents.
Hongkong, 12th February, 1901.

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect
Elegantly Furnished Reading, Music, and
Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from
Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by
Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE.

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PEAK HOTEL.

City Office: 7, Duddell Street.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK, near the

Tram Terminus.

Tel. 56.

For Terms, apply to the **MANAGER.**

Hongkong, 2nd July, 1900.

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A

FIRST-CLASS PRIVATE HOTEL.

Handsomely "Furnished and Exceedingly

Spacious Rooms.

Very MODERATE TERMS to FAMIL-
LIES by the DAY or MONTH.

THE CONNAUGHT HOTEL

A FIRST CLASS HOTEL of 15 Bed-

rooms, elegantly furnished.

The Hotel is situated near all the Banks and

Principal Offices in the Colony.

Special Attention paid to the Comfort of
Guests.

Cuisine excellent; under Experienced Man-
agement.

Terms Moderate.

A. FONSECA,

Manager.

Hongkong, 1st December, 1899.

HING KEE HOTEL

(ESTABLISHED 1878)

MACAO.

THIS First-class and well-famed establish-

ment is pleasantly situated in the centre

of PRATA GRANDE, facing south, with a

charming view of the sea on the front. Com-

fortable and well furnished Bed-rooms.

Cuisine Excellent. Prompt Attendance.

Terms very Moderate.

L. HING KEE, Proprietor.

Telegraphic address "HINGKEE" [1682]

"BOA VISTA" HOTEL,

MACAO.

THE SANITARIUM OF SOUTH CHINA.

Macao is 40 miles West of Hongkong, and

the trip is made each day (Sundays excepted) by

the Steamer "HEUNGSHAN," Capt. W. B.

CLARKE, leaving Hongkong at 2 p.m. and

Macao at 8 a.m. Connection made at Macao

with Company's Steamer to and from Canton.

Cable Address—"Boavista."

CLARKE & CO.,

Proprietors.

For Terms, apply to

MANAGER.

2488a

VICTORIA HOTEL,

SHAMEN, CANTON.

BRITISH CONCESSION.

INTIMATION.

A. S. WATSON & CO.

LIMITED.

ESTABLISHED A.D. 1841.

WE BEG TO NOTIFY THE ARRIVAL
OF OUR NEW SEASON'S

CONFECTIONERY

COMPRISING SELECTIONS OF THE

PUREST AND BEST DESCRIPTION,

FROM THE SIMPLEST QUALITY TO

THAT OF THE FINEST AND MOST

RECHERCHE CHARACTER, IM-

PORTED FROM THE LEADING

LONDON AND PARISIAN

MANUFACTURERS.

A. S. WATSON & CO.

LIMITED.

THE HONGKONG DISPENSARY.

QUEEN'S ROAD CENTRAL.

BIRTHS.

On the 19th October, at Nagasaki, the wife of JOHN J. SHAW, of a daughter.

On the 22nd October, at 18, Range Road, Shanghai, the wife of DAVID C. DICK, of a daughter.

MARRIAGE.

On the 19th October, at H.M.'s Consulate, Choofoo, by J. N. Tristram, Esq., and afterwards, at St. Mary's Church, by Monsignor O'Shaughnessy, Bishop of Eastern Shantung, CHARLES HAY FORD, son of Captain FORD, R.N., Berwick-on-Tweed, to EMILY FAWCETT, eldest daughter of JAMES W. CARROLL, Esq., Commissioner of Customs, Choofoo.

DEATHS.

On the 12th October, at Hankow, J. T. GREEN, Examiner, I.M. Customs, aged 40 years.

On the 20th October, at Hankow, Geo. E. J. GARDNER, aged 40 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 31st October, 1901.

It is not too much to say that the main political interest of the world is at the moment concentrated on the game being played between Russia and China in the Far East. Of Russia and China it is but a truism to say that they are very much alike in most things—only more so. Both are vast and overgrown Empires; both are nominally autocracies of the most compromising nature, and in both the nominal head is little more than a puppet. Both are distinguished for general ill-faith, and disrespect for engagements; and finally, we may say that both are dominated by their provinces. But herein comes a strange contrast; while in one—China—that influence has been used to hold the Empire, in both cases tending to fly in pieces, together, in the other the tendency is being used to produce disruption. China, as an avowed power, has long from senile decay lost the power of holding the morsels she would willingly clutch; and the other—Russia—already as rotten at the core as was Rome after the death of Severus, finds herself as entirely dominated by her Asiatic provinces as was Rome herself in the third century. There is thus an instinctive though probably quite unconscious bond drawing the two nations together. Both, more or less, find themselves shunned by their more respectable neighbours; and so both, without any thought of keeping their mutual engagements, parade certain mysterious notes in the nature of accommodation bills, which they are mutually desirous of foisting on the outer world as bona-fide and negotiable documents, representing real transactions. Some months ago, we found Russia drawing a huge bill of this nature against the whole of Manchuria. China, as

far as she was represented by her acting manager Li, was quite ready to accept, but the other directors at the last moment finding that the transaction had got blown on, withheld their signatures, and the affair failed. Both were, however, too far committed to drop the affair, but some more taking form was necessary. Curiously enough this time it is China that draws on Russia. Russia had received from her correspondent abroad an excessive consideration, so she authorises her friend to draw on her for the balance in excess, and the note apparently reads: "Twelve months after sight pay to my order, &c., for value received." There is unfortunately one ugly little flaw in this plausible transaction, and that is that the amount sought to be returned by Russia is confessedly the proceeds of the previous overdraft, and too much like the game of seasaw to be readily negotiable. In the next place the letter of authorisation is not altogether free from suspicion. Russia has indeed, and not for the first time, put too much faith in the gullibility of her European friends. "The Chinese Government," it says, "must clearly understand that the occupation of Manchuria was solely for the protection of Chinese interests and rights in the East." The Marquis of ANGLESEY the other day had a valet who desired to take care of his Lordship's jewellery to the value of some thirty thousand sterling; we believe it was a brutal English policeman who could not see what a very different thing this was from a common instance of theft, and had the unfortunate man locked up, to be committed by a still more brutal magistrate. Again, in that peculiar language with regard to the use of which Count LAMSDORFF has lately made us familiar, Russia, this time we believe truthfully promises to withdraw all the Russian troops "after the restoration of the railway to China." Doubtless she will, but when does she propose to return the line? Evidently after St. Tibb's Eve; a festival, as we used to learn in our school days, neither before nor after Christmas. It is doubtless extremely attentive of Russia, thus to take the world into her confidence, but curiously no one asked her, and the "confidence trick," we should have thought was rather a belated device at this stage of the proceedings. The curious thing is that Russia should take any steps to prove her uprightness. Why does she do it? As a first-class Power it is not a customary thing for her to make these uncalculated excuses. If Russia wants to grab Manchuria, surely she is big enough to do so. We do not desire to be the keepers of her conscience, and she surely does not think that we are at all likely to be deceived by this claptrap. It would be more dignified, as well as more straightforward, on her part to do the thing, and talk about it afterwards. Conscience, however, makes cowards of us all, and impels us to do many strange things which in our sober senses we would at once see were merely making of ourselves a laughing-stock to the world. Russia did not scruple to commit such petty thefts as to carry off fifty miles of rails, or break open a safe at Tientsin to abstract some title-deeds. Her conscience in this latter case was, it is true, sufficiently tender to lead her to add the crime of arson to her other peccadilloes. So it is evident that Russia has a conscience, and one that troubles her very considerably at times; unfortunately it is that sort of conscience that leads the hardened criminal to commit a greater crime in order to conceal from himself the traces of his former misdeeds. This is what Russia has come to under the management of that newest specimen of international honour, the Minister Count LAMSDORFF. Meanwhile Count LAMSDORFF has served us one useful turn by his policy of evasion and prevarication. We know what Russian honour is worth; we had it, it is true, suspected for a long time, but we were loth to express it in words. Now Count LAMSDORFF has himself proclaimed from the housetops that he himself reckons it as little as ourselves; namely, at a value so infinitesimal that it is of no practical amount whatever. It is as well that we should have this evidence. Lord LAMSDORFF, speaking on the 29th December last of a communication received from Count LAMSDORFF, directed the British Ambassador to inform the chief of the Russian Foreign Office that he regretted "the publication of a communication so inaccurate in detail and so misleading in its general tendency." Such remarks fall lightly in St. Petersburg. Still, the Count seems to have out-Lamsdorffed himself in his last little game of confidence, and it is time for our Ministers to look things squarely in the face.

The English mail of the 28th ult. was delivered in London on the 28th inst.

Mr. Marcus Warren Slade, barrister-at-law, returned to Hongkong by the *Bayern* yesterday, with Mrs. Slade.

H.M. surveying-ship *Waterwitch* arrived from Shanghai yesterday, the British gunboat *Erasmus* from Weihaiwei, and the German gunboat *Itzehoe* returned from a cruise.

Dr. and Mrs. Bateson Wright arrived by the *Empress of India* yesterday from their holiday at home.

H.M.S. *Dido* weighed anchor for home yesterday about 11.30 a.m. to the strains of "Home, Sweet Home" played by the ship's band. The ship was accorded a rousing send off by the men of the other British men-of-war in the harbour.

Among the arrivals by the *Empress of China* yesterday was Mr. J. Galloway Weir, M.P. for Ross and Cromarty, who in company with Mrs. and Miss Weir and Dr. and Mrs. Macdonald, is touring the Far East during the Parliamentary vacation. Mr. Weir, who leaves by the *Coromandel* on Saturday week, will visit Macao and Canton during his visit here.

According to the *Universal Gazette* it would seem that the transference of the Minister at Washington, H.E. Wu Ting-fang, to London in place of H.E. Lo Feng-ju is not certain after all. According to that paper's Peking correspondent the Government, it appears, is considering the sending of a Taoist named Chang Tü-yi, a former Tutor in English to the Emperor, to take Lo Feng-ju's place, retaining Wu Ting-fang for another term at Washington.

There were rumours in Shanghai last week of anti-foreign trouble in Peking, but the *N.C. Daily News* says, we were unable to obtain any confirmation of them. The general opinion among well-informed native journalists is that nothing of the kind will occur, at any rate before the evacuation of Tientsin by the allied troops; though one of them remarked that a fresh rising would not surprise him in view of the foolish tendency of the Allies towards the leaders of last year's outrages.

With regard to the appointment by the British Government of a special Commission which we have already announced, Router's Agency in London states that Sir J. L. Mackay will have as secretaries Mr. C. Somers Cocks, of the Foreign Office, and Mr. Clark, of the Board of Trade. Sir James will proceed direct to Hongkong, and will visit in turn the more important Treaty ports in order to acquaint himself with the commercial conditions. The Chinese Commissioners are the Commissioners of Customs at Shanghai and Sheng Tsotai, of Shanghai.

According to the *Ostasiatische Lloyd* of the 25th inst. the German Association in Shanghai has forwarded to the East Asiatic Association in Hamburg the following telegram:—"We request you to insist strongly in the proper quarter upon payment in each of admitted claims for indemnity. No Bonds." From previously published information in the same paper it seems that the German merchants in the North feel some apprehension lest their claims should be paid by the Chinese Government in Bonds, payable at some future date, instead of in cash; and this will explain the action taken by the German Association in the matter.

H.M.S. *Esk* arrived at Hankow on the 21st inst., and was to proceed to Kiating to relieve the *Redpole*, which will, in all probability, go down to Shanghai. It was understood that the *Offer* would relieve the *Plover* at Wuhu, the latter ship coming to Hongkong. H.M.S. *Kimha* arrived at Ichang on the 9th inst. She is said to look different now from the old *Pioneer*. The upper cabins are all removed, except the wheel-house and a cabin aft. She is leaving for Chungking shortly. The French gunboat *Ory* is expected shortly also to go west. The former captain of the *Pioneer* is engaged to take the Frenchman up the rapids.

The police are investigating the strange disappearance of the locally-owned Chinese launch *Ut Fat*, which is supposed to have been taken possession of by pirates at Macao. The *Ut Fat* plies between here and Tai O. Leaving Hongkong at 2.30 in the afternoon, she lies up at Tai O all night, and returns to this port in the morning. On Tuesday night, shortly after half-past six, a number of Chinese pirates are said to have boarded the launch and, forcibly taking possession of her, steamed away up the river in the direction of Heungshan. No details are to hand, and it is unknown whether bloodshed occurred. The water is very shallow at Tai O, and the pirating of the launch was made easy by the fact that she usually lay half-a-mile out. This is the second piracy of the kind that has taken place in the same waters.

A crowded audience witnessed the first public appearance at the Kowloon Institute on Tuesday evening of the Ethiopian Minstrel Troupe. The platform showed a pretty arrangement of flags, and the various items of a lengthy programme were effectively rendered. Being a minstrel entertainment, "coon" songs, of course, predominated, pleasingly varied with comic and sentimental songs; a stomp speech, a clog dance, and a country dance made up the remainder of the entertainment. The con song by Mr. J. Crabb, "Clime up, little children, clime," was encored, as was the clog dance by Mr. J. Bmy. The lecture on the Talkiephone, a stomp speech by Mr. S. Kewick, was very amusing, and in company with Mr. A. C. Ireland in "Professor Vanbeenschicht." Mr. Kewick made a second very favourable appearance. Another good turn was that by Mr. Mahoney, who sang "Just before the battle, mother." This was followed by a musical trio, Messrs. Oliver, Ireland and Crabb, who carried themselves excellently. Mr. Oliver proved himself an adept with the whistle, and Messrs. Ireland and Crabb were equally skillful with the bones. The entertainment was brought to a close shortly after eleven o'clock by a tableau entitled "Britannia," in which were depicted, amid a profusion of coloured lights, the soldiers of the Empire. The Minstrel Troupe purpose giving a series of free concerts during the coming winter.

The Governor of Kioochan, Capt. Truppel, is expected at Shanghai shortly.

Difficulties are arising this season in recruiting Indian coolies for Assam under the new regulations.

Bishop Welldon, the Metropolitan of India and Ceylon, owing to an attack of malarial fever, has, it is reported, cancelled his return passage, and there is a possibility that he will resign the see.

The new commercial treaty between Corea and Belgium was officially announced, to have been ratified and exchanged on the 17th inst. The Belgian representative was appointed Consul-General for Belgium in Corea.

A Calcutta telegram, dated October 18th, says:—"The numbers on famine relief continue to decrease by leaps and bounds. A short time ago considerably over half a million persons weekly were in receipt of relief. A decrease of 31,732 this week reduces the number to just a quarter of a million."

The *N.C. Daily News* correspondent at Changteh, Hunan, writes that the German gunboat *Vorwirts* had attempted to get up to Changteh, but had to turn back owing to the fall in the water. The native passenger launches, however, continue to run between Changteh and Changsha.

It is reported from Japan that the damage inflicted by the pollution of the river Watarase by poisonous mineral matter from the A-shive copper mines is estimated at 40 million yen, and the number of sufferers in the district amounts up to 350,000. There was formerly an abundance of fish in the river, but they have now disappeared.

Mr. E. A. Hewett, up to now agent at Shanghai of the P. & O. Co., and the valued Chairman of the Municipal Council there, leaves to take up his post as Superintendent of the Company at this port by the M.M. steamer *Salazie* today. At the last meeting of the Shanghai Municipal Council Mr. Hewett resigned his position of Chairman.

Experiments with a new submarine boat, invented by a Brazilian navy officer, have been carried out, says a telegram from Rio de Janeiro, before the President of the Republic with excellent results. The boat immerses itself and returns to the surface with great ease, keeping a horizontal position all the time. The Government has decided to have a larger boat built for the final trials.

The U.S. postal authorities have consented to the British Post Office at Shanghai being the exchange office for money orders on the United States for Shanghai and the northern ports where the Hongkong Government has postal agencies. This direct exchange will remove the present anomaly of all advices, inward, or outward, having first to pass through the Hongkong office, thereby necessitating a delay of about a fortnight before the orders can be cashed either in Shanghai or in America.

A correspondent writes to the *Yushin Nippo* that, owing to the postponement of almost all the projected Government works in Formosa, business is completely paralysed. Happily at Keelung harbour construction works are being continued, and trade is slightly better there than at other places. The situation may be improved if the work of railway construction be resumed. There is, however, at present no prospect for some time of the prosperity in trade which was experienced about five years ago.

The *Natal Mercury* gives the following list of Boer leaders who would be banished permanently from South Africa if they did not surrender, or were not caught, before the 15th ult.—Commandant-General Louis Botha, Commandant Christian Botha, Commandant Viljoen, Commandant De la Rey, Commandant Beyers, Commandant Lucas Meyer, Commandant De Wet, Commandant Kemp, Commandant Wessels, Commandant Kritzinger, Commandant Fouches, Commandant Malan, Commandant Scheepers, Commandant Smuts, Ex-President Steyn, Ex-State Secretary Reitz, and Acting "President" Burger.

The writer of "Topics for the Times" in the *Shanghai Mercury* says of the cricketers soon due here from Shanghai:—"The team going down is, on its average play, with [?] worth some 230 runs on the Shanghai ground. If it has average luck therefore, its total should be something like 350 on the Hongkong ground. But since the glorious uncertainty of cricket is one of its charms, we had better not expect anything like average luck. Blessed is he that expecteth nothing. I am glad to know that our men can give the Hongkongites not only in cricket but in tennis, golf, and swimming, a very good show for their money. Perhaps they may have opportunities of competition in all."

According to the Tientsin correspondent of the *N.C. Daily News*, the Taku Forts are now about to meet their quietus. Captain Rolland, of the Royal Engineers, has temporarily transferred his services to the Provisional Government of the Tientsin district, to superintend on its behalf the destruction of the Forts, and has actually begun his work. It is understood that he will begin with the North-West Fort opposite Pilot Town, and follow on with the North Fort at the mouth of the river. The latter in a way interferes with the currents, and it is hoped that its removal will contribute to the improvement of the navigation. The amount of work to be done is enormous, if the works are to be levelled to the plain. Those who have no idea of their size, and of the navy work to be undertaken, it will probably be a six months' or a year's job, unless vast numbers of men are put on to it.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE WAR IN SOUTH AFRICA.

LONDON, 29th October, 7.50 p.m.

LORD METHUEN MEETS STRONG OPPOSITION.

Lord Methuen's column has been heavily engaged with Delarey. Two British officers and twenty-six men were killed.

[The telegram adds after "Delarey" the word "repulsed," but does not specify who was repulsed.]

GENERAL NEWS.

LONDON, 29th October, 7.50 p.m.

CZOLGOSZ EXECUTED.

Czolgosz, President McKinley's murderer, has been executed at Auburn Prison.

THE STATES AND THE PHILIPPINES.

Secretary Root denies that 50,000 reinforcements are required in the Philippines.

THE YUNNAN RAILWAY.

The *Temps* understands that the amount of the Yunnan Railway loan has been subscribed four times over.

THE MARKETS.

Liverpool cotton is unchanged. Copper is lower.

REUTER'S SERVICE.

LONDON, 28th October.

SOUTH AFRICA—IMPORTANT BRITISH SUCCESS.

Colonel Dawkins surprised and captured three Boer laagers in the Nylstroom district, Central Transvaal, taking three Field Cornets, the ex-Landrost of Pretoria, and fifty other prisoners.

LONDON, 28th October.

MORE BOER PRISONERS SHOT.

Colonel Gorrage summarily tried and shot some Boer prisoners captured whilst wearing British khaki uniforms.

THE CABINET AND GENERAL BULLER.

The Cabinet has had a sitting, lasting two and a half hours, at which it is understood the leading topic was General Buller's position.

LEGATION CHANGES.

Sir B. Boothby, Bart., Secretary of Legation at Rio de Janeiro, has been transferred to Tokyo, vice Mr. J. B. Whitehead, transferred to Brussels.

FUNERAL OF THE LATE MR. J. J. FRANCIS, K.C.

The funeral of the late Mr. J. J. Francis, K.C., took place at five o'clock yesterday afternoon at the Roman Catholic Cemetery in Happy Valley. The Right Rev. Bishop Piazoli conducted the funeral service, which was fully choral. There was a very large attendance of the friends of the deceased, among those present being Major-General Sir W. Gascoigne, K.C.M.G., Hon. J. H. Stewart Lockhart (Colonial Secretary), Sir Thomas Jackson, Hon. C. P. Chater, C.M.G., Hon. T. H. Whitehead, Hon. Dr. Ho Kai, His Honour A. G. Wise (Acting Chief Justice), Mr. E. H. Hazeland (Police Magistrate), Mr. A. G. Romano (Portuguese Consul-General), Mr. Norton Rysh (Registrar, Supreme Court), Dr. Clark (Medical Officer of Health), Captains Forbes, Sanders, and Macdonald, and Lieut. Underwood of the Volunteer Corps, Mr. C. A. D. Melbourne (Chief Clerk of the Magistracy), Mr. E. H. Sharp (barrister), Mr. C. S. Sharp, Mr. H. Humphreys, Mr. G. W. F. Playfair, Mr. J. Gossman, Mr. H. N. Mody, Mr. W. Poste, and many other members of the bar and the commercial community. The Volunteer Corps, in which the late Mr. Francis took an active interest, was largely represented. There were also present many of the Roman Catholic clergy, the French and Italian Sisters of Charity, and the girls from the Italian Convent. At the conclusion of the service in the Chapel, the coffin was carried to the grave, into which, after the last rites had been performed, it was lowered by members of the Volunteer Corps. The coffin bore the inscription: "J. J. Francis, aged 62 years. Numerous beautiful wreaths were sent by friends of the deceased as well as by the different local organisations with which he was connected. The Chapel was draped in black. Bishop Piazoli wore his full canonical robes, and the service was most impressive.

LATEST STEAMER MOVEMENTS.

The M.M. steamer *Ernest Simon* left the next French mail, left Singapore yesterday, at 5 p.m., for this port via Saigon.

The N.G.I. steamer *Biaggio* left Singapore for this port on the 29th inst., and may be expected here on or about the 5th prox.

The C.M. steamer *Opach*, from Glasgow and Liverpool, left Singapore for this port on the 29th inst., and may be expected here on or about the 3rd prox.

PRINCE CHUN IN HONGKONG.

The German Mail steamer *Bayern*, in which Prince Chun is making his homeward voyage, reached Hongkong yesterday forenoon, and was moored at Kowloon Wharf at twelve o'clock. By reason of the fact that His Highness had not landed, as was expected, at Singapore, there was complete uncertainty here as to whether he would or would not come ashore at Hongkong, and it was not until his arrival that the Prince's intentions were made known. When His Highness intimated that he would visit His Excellency the Governor, the provisional arrangements made for his reception were hastily completed and carried out.

The arrival of the *Bayern* at Kowloon was awaited by a large number of the Chinese Government officials and merchants from Canton and by the leading Chinese citizens of Hongkong. When the steamer was laid alongside the wharf, these repaired on board and presented their cards to the Prince, who received his visitors on the hurricane deck.

Lieutenant Blake, A.D.C. to His Excellency the Governor, who has just returned from leave at Peking, was carried over to the *Bayern* in the launch *Victoria* in order to learn His Highness's intentions. Upon being informed that the Prince was to visit Hongkong, he returned on shore, and fitting arrangements were completed for the reception.

The Chinese population were apparently well pleased to hear of the Prince's resolve to pay the Colony a visit. During the early part of the day, groups of them lounged about Blake Pier, discussing the chances of seeing His Highness. When definite word came that the Prince would land in the afternoon, their numbers were greatly augmented in a very short time, and when the hour of his arrival drew near several thousands had congregated about the Pier and in Pender Street, Queen's Road, and Wyndham Street, through which the procession was to pass on its way to Government House. It had been arranged that His Highness would leave the steamer at half-past two o'clock, by the launch *Victoria*, but it was some fifteen minutes later that the lowering of the Chinese flag on the *Bayern* intimated the Prince's departure for the shore. At the same time, the warships in the Harbour ran up the Chinese colours and fired a Royal salute.

By this time the crowd in the neighbourhood of the Pier was very dense and comprised a good representation of Europeans. Quite a number of these carried hand-cameras and the spectators so armed showed a tendency to encroach upon the Pier itself—which was being kept clear by the police—in their endeavour to secure good standpoints for a snapshot. The police however showed no sympathy for them in their efforts to get a "good picture" of the Chinese Prince. Excellent order was maintained at the Pier and along the line of route by a body of police, European, Indian, and Chinese, to the number of about 50, under the command of Mr. A. Mackie, Acting Deputy Captain Superintendent, and Mr. G. Kemp, Acting Chief Inspector.

Upon his arrival at Blake Pier at five minutes to three o'clock, Prince Chun was received by Lieutenant Blake, A.D.C., and took his seat in the state chair, green-coloured with yellow facings, which had been sent down to the Pier for his conveyance to Government House. A guard of eight Indian constables under Sergeant Garrod having closed in upon the Royal chair, and the A.D.C. having taken his seat in another chair behind, the procession moved off towards Government House, preceded by the Chinese mandarins and the Prince's suite. The streets en route were crowded with spectators, mostly Chinese, all anxious to get a glimpse of His Highness. But this was by no means an easy thing to do, for the Prince's features were scarcely discernible in the shade of his curtained chair.

At Government House, the Prince was formally received by His Excellency the Governor and the Colonial Secretary.

After remaining at Government House for some time, His Highness was carried to Connaught House and was there entertained to a banquet by the leading Chinese of the Colony. About half-past six, the Prince returned to Government House, where dinner was served at eight o'clock, and a number of leading Colonial, Naval and Military officials, and civilian residents were invited to meet him. After dinner, Prince Chun returned to the *Bayern*, which leaves to-day at noon.

The Shanghai mandarins are making great preparations for receiving Prince Chun, who is expected to arrive there next Saturday. He will reside in the Foreign Office in the Bundling Well Road, the same as he did before he started for Germany.

HONGKONG SANITARY BOARD.

A meeting of the Board will be held to-day at 4.15 p.m.

ORDERS OF THE DAY.

1. Correspondence relative to the erection of a latrine on the west side of Gilles' Avenue, Hung Hom.
2. Correspondence relative to the examination of the rats found dead and sent to the Mortuary.
3. Correspondence relative to the memorandum on the influence of rats in the dissemination of Plague.

G. A. WOODCOCK, Secretary.

AGENDA.

1. Report of the Quarterly Inspection Committee for the Third Quarter of 1901.
2. Mortality Statistics for this Colony for the weeks ended October 12th and 19th, 1901.

She—I suppose you attended the amateur theatricals last night. He—Yes; and there wasn't a dry eye in the house. She—You don't say? I never heard of *Julius Caesar* affecting an audience as deeply before. He—No. It would have surprised even Shakespeare. We just simply laughed till we cried.

VLADIVOSTOCK NOTES.

[FROM OUR CORRESPONDENT.]

Vladivostok, 14th October.

THE CHINESE EASTERN RAILWAY.
The official opening of the big railway bridge built by the Chinese Eastern Railway on the Sangary River took place several days ago. The bridge presents one of the many magnificent structures on the railway line. All the local authorities and officials of the road were present at the opening ceremony, and after a service held by the clergy according to the rites of the Russian church, several locomotives were chained together and have several times crossed the bridge.

According to reports received from station-masters of the above railway, on the 3rd October there remained unaided but 100 yards (80 miles) of rails, and, when completed, through traffic will begin on the entire road, connecting with the line of the Trans-Baikal Railway.

AN EXPECTED VISITOR.

In accordance with the report of over a month ago with regard to the expected arrival (from St. Petersburg) at this city of the Privy Councillor Mr. P. M. Romanoff, Deputy Minister of Finance, information has now been received by the local authorities that Mr. Romanoff had already left Harbin for Nicolai-Oussurisk on the 9th October, going by the Manchurian route, and is expected at Vladivostok about 22nd-24th October. The local Military Governor, Lieut. Gen. Tshitchagoff, returned here yesterday from Habarovsk, it is said, for the purpose of starting off to meet Mr. Romanoff en route to this city. It will be remembered that the visit of Mr. Romanoff is in connection with several pending important business matters concerning this port, among which is also the question as to the advisability of re-establishing here "Porto Franco" for a few more years.

BRIGANDAGE ON THE RAILWAY LINE.

FULL DETAILS.

The following are particulars of the attack made by an armed band of Chinese marauders on a small railroad station near Muren, on the Chinese Eastern Railway, as reported in local Russian newspapers:

The special train sent from here with medical assistance to the small railroad station of Lip-Onkhe, to bring from there the people killed or wounded by the Chinese band of marauders (ex-Boxers), returned to Muren at 12 o'clock on the 29th September. It brought the railroad contractor of that place badly wounded in the head and legs, his children's nurse, fatally wounded; 4 killed and 6 wounded Russians, and 4 killed and 7 wounded Chinese labourers, who were working on the road. The wounded nurse died shortly after she was brought to Muren. As has now been learnt, the attack by the band of marauders, who numbered between 300 and 500 men, was made about 9.45 p.m. The latter ambushed under a high embankment surrounding the houses of the contractors of that section and also the barracks of the Manchurian railway guards, who at that station number only 13 men. When the first volley was fired by the marauders, the guards immediately placed themselves in the intramuros (which are made at each station on the line), from whence they repelled the fire for nearly two hours. With the first exchange of volleys, most of the Russians at the place ran for protection to the guards in the trenches, while others, fearing lest the guards would not be able to withstand the attack by a force nearly 50 times its size, preferred to flee for safety outside the limits of the attacked place and hid themselves in the grass. It is supposed that the attack was made by the band a little prematurely, as a few of the latter first approached quietly several Chinese shops and without losing time began to loot them. One Chinese shopkeeper, seeing this, ran at once to give the alarm and inform the guards, and, while running, began to blow the alarm-whistle, upon which he was fired by the brigands pillaging the shops. Apparently the firing of a shot was to serve as a signal for the rest of the band (in ambushed) to begin action for immediately after a few shots were fired at the fleeing Chinaman, firing was commenced by the robbers from all sides, a hail of bullets striking on the houses and the people, who became panic-stricken and were running for safety from one place to another. In the course of two hours the marauders fired over 10,000 shots, while the guards defending the station fired about 2½ thousand. The houses which most suffered was that of Contractor Sokoloff, who repelled the firing from a window of his house, whence he had no chance to escape with his wife, 5 children, and a nurse, and he was obliged therefore to remain inside, depending for protection upon the walls of the house. According to an eye-witness, the house was pierced with bullets all through; not only were its walls pierced, but also the floor, ceiling and even the brick-oven. By some miracle, the contractor's wife and children, who were lying prostrate from fright on the floor in the middle of the room, were not struck by a single bullet. The only persons wounded, as stated above, were the contractor himself and the nurse, the latter dying from the wounds she received in her back. Near that house were also killed a Russian labourer and a carpenter, named Butzigin. The latter, under a hail of bullets, was endeavouring to remove from the house the women and children and carry them to a safe place in the trenches. He succeeded in carrying away one of the children, whom he handed over half way from the trenches to another man and was speedily returning to remove the rest of the family; but as he approached the house, he was shot dead by two bullets from the brigands. By this time some of the band made an attack upon the house and began setting fire to it, but three soldiers of the guard bravely jumped at them from the trenches and with well aimed shots killed two of the party, causing the others to flee, whereupon the three guards set once removed from the house the unfortunate women and children

and ran back to take their places in the trenches. Among the killed was also another Russian who met his death in a barn where he had concealed himself and into which the marauders entered to ransack; a medical assistant was also found dead about half a mile from the barracks. No one is thought to have been wounded in the trenches; all the wounded and killed were those that either had no chance to run for protection to the trenches or those who preferred to look for safety outside.

As there is no telephonic or telegraphic connection at that place, there was no way to communicate at once with the nearest station regarding the threatening danger, and the only hope entertained was that several of the Russians who succeeded in escaping during the first stage of the attack would give timely warning to either of the neighbouring stations. There was not even a horse to be got, as all the horses and cattle took fright at the firing, broke loose, and ran away. One of the Russians volunteered to run for assistance to the nearest station, and accordingly set out at once for Taipling. After he had run a short distance he encountered one of the band, with whom he had a fierce struggle and who wounded him in the head with a sword; notwithstanding which he succeeded in breaking away and safely reached Taipling, where he at once gave the alarm. The station-master of the latter place immediately despatched to the scene of trouble an engine with a detachment of soldiers, who arrived at the besieged place about midnight, just in the nick of time, as the thirteen guards defending the station had exhausted all their ammunition and were awaiting a final hand-to-hand fight.

As soon as the band caught sight of the rapidly approaching engine, it sent in the latter's direction several volleys, blew the signal for retreat, and, dividing into two columns, escaped to the mountains. Two of the band were found killed and probably a big number were wounded, as numerous pools of blood covered the track of their retreat. On the morning following, a captain with a party of twenty-nine Cossacks of the railway guard arrived by the first train from Muren, and at once set out in pursuit of the band. Another detachment of Cossacks has also started out from Taipling.

This attack, made by so great a number of men, was exceptional, indeed the first and only one of its kind. It is quite surprising, however, that the marauders, greatly outnumbering the Russians, caused comparatively little loss to the latter. It is also great luck that the band did not attempt at once to storm the trenches. Probably they feared a strong resistance, not knowing the exact number of the defenders; or possibly their intentions were simply to pillage the shops and stores, so as to provide themselves with all necessities for the winter.

RUSSIAN FOR THE FRENCH FORCES.

According to a telegram dated Paris, 4th October, in order to propagate the Russian language in the French Army, it has been decided to open at the Paris Military Club regular classes for studying the above language, which will be accessible to all French officers of the Military and Naval forces.

LOCAL PRESS NEWS.

According to reports of local newspapers, the Minister of Finance has perfected special regulations which will apply to shipping of Russian wares from Russian ports in Europe to the Far East, the Maritime District, and Port Arthur. These regulations are intended for abbreviating the numerous Customs formalities and will afford certain privileges to shipments that will be made to the Far East in vessels flying the Russian colours.

Permission has been granted to certain capitalists at St. Petersburg to establish a "Pacific Trading Co." to operate in various branches of trade and industry in the Okhotsk, Japan, Kamohatska and Behring Seas, also near the Island of Sakhalien, on the Amur river and on the mainland of the Russian East Asiatic Territory. The Company's capital is 1,350,000 roubles.

In a short time work will be commenced on the building of five new first-class Russian battleships, all of the same type, which are to have a displacement of 12,000 tons each, with a speed of 19 knots per hour. The above warships are to be built at Russian shipbuilding yards.

At the Baltic shipbuilding yards a keel will shortly be laid for a fast cruiser, the speed of which will be 26 knots per hour. The armament of this cruiser will consist exclusively of quick-firing guns.

With the view of enlarging the Russian fleet, the Naval Department has placed an order in Germany for the building of one more second-class cruiser of the improved *Novyk* type, which was recently completed. Work on this cruiser was already begun at the Schichau Docks in Elbing, Germany, where the cruiser *Novyk* was also built. The new cruiser will be of 3,000 tons displacement, of 18,000 indicative horse power, and will have a speed of 25 knots per hour.

A number of warships of the Russian Pacific squadron now anchored at this port, will leave here in a few days, and it is said that only the first-class cruisers *Rossia* and *Admiral Nachimov* are to remain here for the winter.

There are at present on the way to the Far East to join the Russian fleet in the Pacific 2 battleships, 4 first-class cruisers, 6 torpedo-boats and 2 transports.

An amusing slip is reported from the Newcastle-under-Lyme County Police Court during the hearing of a claim by a farm servant against his employer. The solicitor for the defence, in the course of an eloquent passage, stated that on one occasion at the farm, when the plaintiff absented himself, there were 41 cows to be milked and it was case of "all hands to the pump." The court was convulsed, and it was some minutes before the advocate could continue.

BILLIARD TOURNAMENT AT THE SOLDIERS' CLUB.

On Tuesday night, before a large audience of soldiers, sailors, volunteers, and policemen, the Garrison Billiard Tournament at the Soldiers' Club came to a close, the team of the 2nd Battalion Royal Welch Fusiliers defeating the Hongkong Volunteers by six games to two. H.E. Major-General Sir Wm. J. Gascoigne, K.C.M.G. (Commanding the Troops) was present, as he has also been on several previous occasions during the tournament. It was noticed that he watched each game closely, and his interest in the play was very evident.

The tournament, which commenced on 3rd October, attracted eight entries of eight men in each team. The Royal Navy and Royal Marines entered one team, as also did the R.G.A., R.E., H.K.V.C. and H.K. Police. The Royal Welch Fusiliers entered two teams, which were unluckily drawn against each other in the first round.

The following were the results:—

FIRST ROUND.

R.A. beat H.K. Police.

R.W.F. ("A" team) beat R.W.F.

("B" team).

H.K.V.C. beat R.E.

R.N. beat Departmental Corps.

SECOND ROUND.

H.K.V.C. beat R.G.A.

R.W.F. beat R.N.

FINAL.

R.W.F. ("A" team) beat H.K.V.C.

The Royal Welch Fusiliers defeating the Volunteers in the final, have won the silver cup presented by the Club and the eight silver match-boxes. The names of the winning team are:—S.M. E. Hickman, Pte. Worthington, Cr.-Sergeant V. J. Keating, Pte. Green, Sgt. R. Jones, Pte. Gomer, Sgt. J. Jones, and Pte. Gilks.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

TAXING THE CHINESE ABROAD.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 30th October.

Sir,—With reference to the remarks made in your daily issue, dated 29th instant, commenting on a note from L. & C. *Express* about Prince Ching intending to tax the Chinese residents abroad, I quite agree with you in the main point that "if they remain Chinese subjects presumably they too may legitimately be asked to help their country in distress." Yes, it is quite so, the Chinese subjects really have no objection to the taxation imposed upon them if it is a just one, and are willing to subscribe liberally to, and the indemnity no doubt could be paid in a very short time if the Court would only open their ears to the crying need of their country and introduce necessary civilised reforms into their Government. Otherwise they could not expect anything from their subjects abroad.

It is therefore unnecessary for the foreign governments to furnish the Chinese commissioners with credentials, as the Chinese themselves know perfectly well their own business, and it is well-known that the Mandarins have already lost faith in the eyes of their Chinese subjects owing to the too familiar facts, which need not be pointed out here.

As regards the recent crisis in the North it was not due to the Chinese in the Southern provinces. The foul play was only the work of a few Manchurian princes and nobles, and they themselves alone should be held responsible for the result of the crime which they brought upon themselves. It is most unjust and cruel that the tax imposed solely for that purpose should be forced upon the Southern provinces. The Chinese merchants and residents abroad are mostly natives of the Southern provinces. Their relatives in China, innocent though they are, cannot escape from the tax. Why should they also be called upon to bear a share of penalty which has not been incurred by them, while some initiators are still allowed to enjoy themselves with impunity?

For justice sake their property should be forfeited to pay a part of the indemnity. I am persuaded that what loss has been sustained falls more heavily on the Chinese (viz., the Kwangtung merchants, the peaceful inhabitants in Chihli, the Christians and the reform parties) than on the Manchus.

Now, should they once be granted the right to tax the Chinese residents in a foreign country, the Mandarins would take advantage of such power and would most certainly exceed the limit granted to them in their mission. Most likely the Chinese residents abroad, if they refuse, would not only be visited through their relatives in China but be subject to all sorts of oppressive treatment and threatened to be excommunicated from their motherland; it would mostly be the case that they would be denounced as traitors.

Another most regrettable thing, however, is that surely not half the sum thus collected would go to the Imperial treasury and be honestly spent for the good of their country.

It is therefore very unfair for the L. & C. *Express* to advocate that credentials be refused to the Chinese commissioners straight in their face. The Powers, if really interested in the Chinese questions, should strongly impress upon the Chinese Court the necessity of reforming their Government.—Yours, etc.

CHINESE ABROAD.

Mrs. Rusker—Has Mr. Goldoin, with whom you have been dancing all the evening, at last declared his intentions, Mabel? Mabel—Yes, mother. Mrs. Rusker—I'm so glad! And what did he say? Mabel—He declared he would never marry.

POLICE COURT.

Wednesday, 30th October.

BEFORE MR. F. A. HAZELAND, POLICE MAGISTRATE.

THE CAPSULIN MURDER.

The four fishermen who are charged with murder and attempted robbery at Capsulin on the 18th August were again placed in the dock.

Sergeant Marston, of the detective staff, deposed to finding the dead bodies of father and son on the former's boat at Capsulin. The father was shot underneath the left breast, and the son had a bullet wound in the left temple. Another son, the one who died in the Government Civil Hospital from beri-beri, was also lying in the boat with a wounded leg. Sergeant Marston further deposed to making certain arrests at Capsulin on 11th October, in consequence of information received.

The evidence of a Chinese detective sergeant and a *lukong* who assisted in making the arrests having been heard, Dr. Atkinson, Principal Civil Medical Officer, went into the witness-box and described the nature of the wounds from which the father and son died. He made a *post-mortem* examination of the bodies.

The defendants were committed for trial.

CERTIFIED TO BE SANE.

About three o'clock on Tuesday morning a coolie entered a Chinese dwelling-house at No. 12, Circular Quay. He broke the door in, and awakened the tenant with his noise. The latter asked him what was the matter, but the coolie's only answer was to pick up a water-pipe and lamp and dash them on the floor. His next act was to take off his clothes and run about the house, knocking things over in his course. The tenant called out to a relative to fetch the police and on the approach of a *lukong* the apparently mad coolie made for the verandah and attempted to jump over. The *lukong*, however, was in time to prevent him from doing this, and led him off to the station. The circumstances of the case were so peculiar that when the coolie came before His Worship on Tuesday he was remanded for medical inspection. A certificate of sanity having been given by the doctor, the charge was heard and found proven. The defendant, whose only excuse was that he had left a pair of shoes in the house and went to look for them, was ordered to pay \$5 compensation to the complainant, and was handed into the charge of an older brother, who promised to look after him.

IN A HURRY.

Yik Leung is a coolie whose occupation is that of a truck-driver. On Tuesday he was in a hurry to get through with his work, and started to rush his truck along Praya East, "in a furious manner and to the common danger of the passengers," the charge said. One coolie who was not paying particular attention where he was going was almost run into by the truck, and only saved himself by the celerity he displayed in getting out of the way. He gave the truck-driver in charge, and had the satisfaction of having him fined \$10, with the alternative of one month's hard labour. The defendant's circumstances necessitated the acceptance of the alternative.

BEFORE MR. E. R. HALLIFAX, ACTING POLICE MAGISTRATE.

STEALING FROM A CORPSE.

On Tuesday Police Constable Cunnell got an order to go to Hungnam for two dead bodies, which he was to take to the mortuary. He got half-a-dozen coolies to assist, and at the mortuary Constable saw one of them searching the clothes of one of the corpses and taking out a purse, which he pocketed. P.O. Cunnell called a *lukong* and told him to search the coolie, in whose possession the stolen purse, which contained \$2.75, was found. He was thereupon taken to the Police Station and charged.

His Worship passed sentence of one month's hard labour.

LATE TELEGRAMS.

NEWS VIA CAYMAN.

THE WAR IN SOUTH AFRICA.

PUNISHMENT OF REBELS.

The death sentence on Commandant Lett's followers has been commuted to penal servitude for life.

Two rebels have been hanged at Tryburg, and 18 more captured. A Boer leader has been exiled.

MARTIAL LAW IN CAPE TOWN.

A Board, consisting of two civilians and one military officer, has been appointed to deal with any grievances arising from the administration of martial law in Cape Town.

VARIOUS OPERATIONS EAST AND NORTH.

Brigadier Kitchener's columns from Paul-petersburg and Utrecht are moving against a considerable number of the enemy between Elangpetersburg and the Pongola bush.

General Bruce Hamilton is operating near Nyongwe forest.

Lord Methuen is clearing the Marico district. De la Rey and Kemp have retired towards Lindleyport.

BOER PRISONERS FOR INDIA.

The transport *City of Vienna*, with 754 Boer prisoners, has arrived at Bombay, with 41 cases of measles and 14 cases of pneumonia amongst them. Two Boers died of pneumonia on the voyage. The prisoners will be landed at Marow, and trained to Shalghampore. One thousand more prisoners have just left the Cape for India.

TRADE REVIVAL AT THE CAPE.

The belief is gaining ground in business circles that trade revival has begun at the Cape. Several large companies are completing arrangements to cope with the great pressure of business they expect will follow the war.

ANOTHER MINE OPENED.

The Anglo Mine at Johannesburg has been permitted to re-open fifty stamps.

One hundred refugees are returning weekly.

GENERAL NEWS.

THE ROYAL TOUR.

The Duke of Cornwall has reviewed 1,100 troops at Toronto.

Sir Edward Grey and the Liberal Party.

Sir Edward Grey, speaking at Newcastle, endorsed the recent declaration of Mr. Asquith as to the necessity of Liberals becoming independent of the Irish, as it was now impossible for a Liberal Government to fulfil the condition attached to Irish support.

ITALY AND INDIAN IMMIGRATION.

Three hundred Indians who were not allowed to land in Natal have arrived at Cape Town. The Cape Town *Argus* reminds the Colonists

that they may have to revise their ideas regarding the unrestricted influx of Indians who have helped the war to the best of their power.

CECIL RHODES AND THE LIBERALS.

London, 12th October.

The publication of the Rhodes-Schunhorst correspondence exonerates the late Mr. Gladstone and the Liberal leaders from the knowledge of Mr. Rhodes' payment of £5,000 to secure the abandonment of the policy of the evacuation of Egypt.

JAPAN LOOKS TO AMERICA FOR LOAN.

London, 12th October.

A *Morning Post* telegram from New York says that it is understood in financial circles that the Marquis Ito is visiting the United States in order to raise a Japanese loan of fifty million dollars to construct railways in Japan and Formosa.

"R.P." AND KING EDWARD.

London, 12th October.

General Baden-Powell was invested by the King-to-day at Balmoral with the Companion-ship of the Bath and the South Africa medal.

ITALY AND INDIAN STALLIONS.

London, 12th October.

The Italian Cavalry General Hertzen is going to India to purchase stallions.

BRITISH TORPEDO DESTROYERS.

London, 12th October.

The torpedo-boat destroyer *Vulture*, while proceeding from Portsmouth to Portland encountered heavy weather and her deck buckled seriously. She had to put back to be docked.

The court-martial on the loss of the *Cobra* found that the ship struck no obstruction, and the loss is attributable solely to structural weakness, the *Cobra* being weaker than other destroyers. The Court, therefore, regretted purchase by the Admiralty.

London, 17th October.

The *Times*, commenting on the *Cobra* disaster, remarks that undoubtedly there are a considerable number of torpedo destroyers whose origin is such that they require considerable overhauling.

AFGHANISTAN.

London, 13th October.

In view of the latest news from Afghanistan, Russian official circles consider that the danger of complications is averted.

London, 16th October.

The Indian Mussulmans at Cape Town have held a service in memory of the late Amir of Afghanistan.

News of the Amir's death has been received quietly in the Trans-Caucasus.

Calcutta, 16th October.

The Viceroy has replied to the letter received from Shahzade Habibullah announcing his succession. The Viceroy, with the consent of His Majesty's Government, acknowledges Habibullah as Amir of Afghanistan. Acknowledging this formal acknowledgment there was a message of condolence and good wishes from the King-Emperor, which has also been forwarded to Kabul. The letter and message left Simla yesterday.

A proclamation from the Amir, received at Dacca, has been publicly read there. It is to the effect that the chiefs and people of the country, as a token of their allegiance, have made over to Habibullah, the Koran and the sword and belt worn by the late Amir, presented to him by the Khalifa of Mecca, I. Sharif. The proclamation continues:—"Habibullah has determined to treat the people kindly, considerably to reduce the land revenue taxes hitherto demanded, and to raise the pay of the Army."

The news of the Amir's death has been quickly received at Kandahar.

London, 17th October.

Russian papers, while asserting that Russia has long decided to drop any thought of the invasion of India, argue that the moment is propitious to make Afghanistan a Russian province in fact, if not in name.

DUKE OF YORK STAKES.

London, 12th October.

Duke of York Stakes, distance 1½ mile, new Jubilee course, handicap.

Revenue (Jenkins) 1
Royal George (Hartley) 2
Ypsilande (Mokel) 3

(Winner trained by Darling)

Betting: 5 to 4 against Revenue, 100 to 12 Royal George, 10 to 1 Ypsilande.

KING EDWARD AS EMPEROR OF INDIA.

Calcutta, 13th October.

With regard to the proclamation of King Edward as Emperor of India, at Delhi on January 1st next, the preliminary arrangements are already being made.

RUSSIA AND TURKEY.

London, 13th October.

M. Zinovieff, Russian Ambassador to the Porte, has had a long audience of the Sultan, and insisted on the punishment of the Kurd assassins of Armenians at Mush. He also referred to the situation in Old Serbia and to the Franco-Turkish dispute.

ASSAULT ON FRENCH VICE-CONSUL.

London, 13th October.

The Turkish soldiers who attacked the French Vice-Consul at Monaster have been arrested, and the Commandant has apologised.

RUSSO-CHINESE TRADE.

London, 15th October.

The latest Russian trade returns with China show that the disturbances have not only seriously affected the volume of trade, but in many instances annihilated it. In the first four months of this year trade via Kinkia amounted to 850,000 roubles, as compared to 6,900,000 roubles in 1900.

COLLAPSE OF FRENCH BALLOON AT SEA.

London, 15th October.

Count Vaux, with three companions, left Toulon on Saturday in a balloon, specially adapted for crossing over the sea to Algeria. The balloon collapsed yesterday evening near Parayvredra, and a cruiser which was accompanying the balloon picked up the aeronauts.

THE CESAERWITCH.

London, 16th October.

The following is the result of the Cesaerwitch Stakes:—
Balsarneck 1
Black Sand 2
Rambling Katie 3

SERIOUS AFFRAY AT ALDERSHOT.

London, 16th October.

A serious affray, arising from an old feud, took place to-day at Aldershot, between the Durhams and the Worcesters. Bayonets and firearms were used, and the Durhams' barracks were wrecked. Five men were injured.

KILLED BY BION IN SOMALILAND.

London, 16th October.

Cap. De Gex, of the Lancashire Fusiliers, has been killed by a lion in Somaliland, after having served in the Mad Mullah campaign.

STRUGGLE FOR ENGINEERING SUPREMACY.

London, 17th October.

A letter from Lord George Hamilton to Mr. John G. A. Baird, Member for the Central Division of Glasgow, recommends the engineering trade to adopt strong measures to expand the power of production and prevent contracts

for locomotives falling permanently into the hands of foreigners. The India Government lately had to postpone placing orders until progress had been made with large South African orders; but Indian Companies cannot wait, and have been obliged to accept tenders from a Hanover firm, which is supplying locomotives much cheaper and quicker. Lord George Hamilton suggests the standardisation of locomotives, and, if possible, a forecast of the number of locomotives required for the ensuing year. In consultation with Lord Carson, he has arranged for a conference of Indian railway engineers at Calcutta, next December, to consider these points.

NEW BRITISH MINISTER TO SIAM.

London, 17th October.

Mr. Tower, Secretary of Legation at Peking, has been appointed Minister to Siam.

RESIGNATION OF MASTER OF THE ROLLS.

London, 17th October.

The Master of the Rolls, Mr. Justice Day, has resigned owing to ill-health.

ITALIAN BRIGAND ARRESTED.

London, 17th October.

The famous brig

NEW ADVERTISEMENTS

A. L. F. RESCO F. E. T. E.
in aid of the funds of the
SOCIETY OF ST. VINCENT DE PAUL,
to be held on the grounds of the
ROMAN CATHOLIC CATHEDRAL,
on
SUNDAY EVENING,
the 3rd day of November, 1901,
from 9 P.M. to 11 P.M.
Admittance Ticket \$1.
The Ticket, on being presented at the
"SOUVENIR PAVILION," will be
exchanged for a Souvenir
(On the Evening of the Fete only).
Tickets can be obtained at Messrs. Kruse
& Co. till Saturday, 2nd November, and at the
Gate on the Night of the Fete.
Hongkong, 31st October, 1901. [2776]

FOR LOILO.

THE Steamship
"TAICHEONG,"
will be despatched for the above port TO-
MORROW, the 1st November, at DAYLIGHT.
For Freight, apply to
KWONG TUK FAT,
No. 30, Benham Strand West,
Hongkong, 30th October, 1901. [2775]

**COMPAGNIE DES MESSAGERIES
MARITIMES.**
PAQUEBOIS-POSTE FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBE
AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS,"
Captain Vauquier, will be despatched for the
above ports on or about TUESDAY, the 5th
November.

For Freight or Passage, apply to
P. DE CHAMPORIN,
Agent, Hongkong, 31st October, 1901. [2772]

**THE OSAKA SHOSSEN KAISHA,
LIMITED.**

FOR ANPING (VIA SWATOW AND
AMOI).

THE Company's Steamship

"MAIDZURU MARU,"
Captain K. Sasaki, will be despatched for the
above ports on WEDNESDAY, the 13th
November.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents, Hongkong, 31st October, 1901. [18]

**NAVIGAZIONE GENERALE ITALIANA
(FLORIO AN ROMATIUNO UNITED
COMPANIES).**

**STEAM FOR BOMBAY VIA SINGA-
PORE AND PENANG.**

Having connection with Company's Mail Steamers
to ADEN, SUZ, PORT SAID, MESSINA,
NAPLES, LEGHORN and GENOA, also VENICE
and TRIESTE, all MEDITERRANEAN, ADRIAT-
IC, LIGURIAN and SOUTH AMERICAN

Ports up to CALAO,
Taking Cargo at through rates to PERSIAN
GULF and BAGDAD, also BARCELONA,
VALENCIA, ALICANTE, ALMERIA and
MALAGA.

THE Steamship

"BISAGNO,"
Captain Brusca, will be despatched as above
on WEDNESDAY, the 13th November, at
Noon.

At Bombay the steamer is discharging in
Victoria Dock.

For further particulars regarding Freight
and Passage, apply to
CARLOWITZ & CO.,
Agents, Hongkong, 31st October, 1901. [7]

N. R.

VICTORIA PRECEPTORY.

**A REGULAR MEETING OF THE VIC-
TORIA PRECEPTORY** will be held at
the FREEMASONS' HALL, TO-DAY,
the 31st instant, at 8.30 P.M. precisely.
Visiting Sir Knights are cordially invited to
attend.
Hongkong, 28th October, 1901. [2736]

Z. E. C.

ZETLAND LODGE, No. 525, E.C.

**A REGULAR MEETING OF ZET-
LAND LODGE** will be held at the
FREEMASONS' HALL, Zetland Street, TO-
MORROW (FRIDAY), the 1st November,
at 8.30 P.M. precisely. Visiting Brethren
are cordially invited to attend.
Hongkong, 28th October, 1901. [2735]

OLD CHELTONIANS.

OLD CHELTONIANS are invited to
attend a MEETING to be held at
No. 22, Des Vaux Road CENTRAL (P. & C. O.
Building), at 4.30 P.M., on THURSDAY,
7th November.

O.C.'s who are unable to be present are
requested to send their Names and Addresses
to—
T. C. GRAY,
(Messrs. REISS & Co.),
Acting Honorary Secretary,
Hongkong, 30th October, 1901. [2759]

NOTICE.

MRS. STOCKHAUSEN begs to inform
the Ladies of Hongkong and the Coast
Ports that she has disposed of her business to
Messrs. POWELL, LTD., and while thanking
the Ladies for their patronage during the past
five years, trusts that they will kindly transfer
their orders to Messrs. POWELL, LTD., who
have a First-class London Dressmaker arriving
shortly, and may rely upon having all the
latest styles from London and Paris.

Accounts payable to—Miss SINNOTT, 23,
Queen's Road Central.
Hongkong, 30th October, 1901. [2758]

FOR SALE.

THE Steam-launch "TUNG FAT," Built
under Foreign Superintendence. Thoro-
ughly Overhauled by Messrs. W. S. Bailey &
Co., Engineers, and Certified to be in First-class
Order and Condition. The Launch is fitted in
European Style, suitable for towing purposes
and for harbour use.

Length 63 feet, Beam 11 feet 6 inches, Depth
6 feet 3 inches in centre.
For further particulars, apply to—
LAUTS, WEGENER & CO.
Hongkong, 15th October, 1901. [2619]

ENTERTAINMENT

CITY HALL! CITY HALL!

NOVEMBER 2ND.

GRAND PUGILISTIC
CONTESTFOR THE
MIDDLE-WEIGHT CHAMPIONSHIP
OF THE FAR EAST.BETWEEN
SAM BENTLEY & THOMAS PHILLIPS.
To be proceeded by a
SIX ROUND HEAVY-WEIGHT CONTESTBETWEEN
Private DEEGAN, L.W.F., and
Gunner LENNAED, R.N.Followed by the
TWO LIGHT-WEIGHTS:
A. MONK, R.W.F.
and
A. SANFORD, R.W.F.

CITY HALL, NOVEMBER 2ND.

Prices \$3, \$2 & \$1.

Commencing punctually at 9 P.M.
Hongkong, 28th October, 1901. [2723]

AUCTIONS

PUBLIC AUCTION.

THE Underigned has received instructions
to Sell by Public Auction,
on
SATURDAY,
the 2nd November, 1901, at 2.30 P.M.,
a QUANTITY OF
HOUSEHOLD FURNITURE
(Full Particulars from Catalogue).
On View from Friday, the 1st November.
TERMS—Cash on delivery.
GEO. F. LAMBERT,
Auctioneer.
Hongkong, 30th October, 1901. [2760]

PUBLIC COMPANIES

**UNION INSURANCE SOCIETY OF
CANTON, LIMITED.**

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$23 per Share for the
year 1900, equivalent to 46% on the
Paid-up Capital of \$50 per Share, has been
declared.

Warrants will be issued on the 11th October.
By Order of the Board,
W. J. SAUNDERS,
Secretary.
Hongkong, 10th October, 1901. [2590]

CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

**THE THIRTY-FIFTH ORDINARY
MEETING OF SHAREHOLDERS** in
the above Company will be held at the HEAD
OFFICE, Victoria, Hongkong, on TUESDAY,
the 12th proximo, at TWELVE O'CLOCK NOON,
for the purpose of Presenting the Report of the
Directors and Statements of Accounts to the
30th April last, and of declaring Dividends.
The TRANSFER BOOKS of the Company
will be CLOSED from the 30th instant to the
12th proximo, both days inclusive.
By Order of the Board of Directors,
W. H. RAY,
Secretary.
Hongkong, 21st October, 1901. [2631]

THE PUNJON MINING COMPANY,
LIMITED.

CONSEQUENT upon the new and satis-
factory developments at the Mines, and
the necessity for a Tramway, Trucks and
Accessories in the immediate future, the
Directors have resolved to make the final Call
of One Dollar per share, and accordingly
NOTICE IS HEREBY GIVEN that at a
MEETING of the Board of Directors of the
Company, held at the Company's Office, No. 13,
Beaconsfield Arcade, Victoria, Hongkong,
on MONDAY, the 14th October, 1901, the
following Resolution was passed:—
That the final CALL of ONE DOLLAR
per SHARE upon all the Holders of
Ordinary Shares in the above Company
in respect of all the Shares held by them
in the above Company be and the same
is hereby made. Such Calls to be paid
to the Company at their Bankers, the
HONGKONG AND SHANGHAI BANKING
CORPORATION, at their Premises, Queen's
Road Central, Victoria, Hongkong, on or
before the 15th day of November, 1901.
And NOTICE IS ALSO GIVEN that in
accordance with Article 24 of the Company's
Articles of Association, Interest will be charged
as from the said 15th day of November, 1901,
at the rate of 10 per centum per annum, upon
all Calls remaining unpaid after the said 15th
day of November, 1901, up to the actual dates
of payment of the same.
Shareholders are particularly requested to
note that upon presentation at the Office of
the Company, of the Bankers' Receipt for
payment of the Call, together with the
Certificate of the Shares in respect of which
the Call has been paid, an endorsement to
that effect will be made upon the Certificate.
By Order of the Board of Directors,
W. H. GASKELL,
Secretary.
Hongkong, 15th October, 1901. [2623]

MINERAL LABORATORY.

Processes by Amalgamation, Chemical Analysis,
Fire Assay, Cyanide and Chlorination.

J. M. KAUFMANN & CO.

METALLURGISTS.

Consulting Mechanical and Mining Engineers.
Assayers.
Experts in Mines, Minerals and Metals;
Mines Managers and Agents.
ROOMS: 407, KEEPER STREET, A.T.
SOKERABAYA, JAVA.
Cable Address: "EXPLORATION."
Soerabaya, 7th August, 1901. [2132]

SINGING, PIANO, MANDO-
LINE, BANJO, &c.

SGNOR CATTANEO
has RESUMED TUITION.

Two Lessons per Week.
Care of ROBINSON PIANO CO.
Hongkong, 22nd April, 1901. [2683-1]

INSURANCES

**NORTH BRITISH AND MORGAN-
TIE INSURANCE COMPANY.**
TOTAL FUNDS at 31st DECEMBER, 1900,
£14,732,681.

I. AUTHORIZED CAPITAL.....£3,000,000 0 0
SUBSCRIBED CAPITAL.....2,750,000 0 0
PAID-UP CAPITAL.....687,500 0 0
II. FINE FUNDS.....2,333,716 14 -4

The Underigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

**SHEWAN, TOMES & CO.,
Agents.** [1641]

**AACHEN AND MUNICH FIRE IN-
SURANCE CO.**

OF AIX-LE-CHAPPELL.

THE Underigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

**REUTER, BRÜCKELMANN & CO.,
Agents.** [194]

PHENIX FIRE OFFICE

The Underigned are now prepared to
GRANT POLICIES OF INSURANCE
against FIRE at Current Rates.

**DOUGLAS LAURENCE & CO.,
Agents for the Phoenix Fire Office.**
Hongkong, 17th August, 1897. [32]

"L'URBAINE"

FIRE INSURANCE COMPANY, LD.
(Established 1838.)

THE Underigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to ACCEPT RISKS
at current rates.

**P. LEMAITRE & CO.,
Agents.** [439]

**NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG**

The Underigned AGENTS of the above
Company are PREPARED to ACCEPT First
Class Foreign and Chinese Risks at Current
Rates.

**SIEMSEN & CO.,
Agents.** [31]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.
The Underigned having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

**SIEMSEN & CO.,
Agents.** [30]

**TRANSATLANTIC FIRE INSUR-
ANCE COMPANY OF HAMBURG**

The Underigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

**SIEMSEN & CO.,
Agents.** [29]

**THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.**

INCORPORATED 1851.
CAPITAL.....£410,000.

THE Underigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE
at Current Rates.

**WM. MEYERINK & CO.,
Agents.** [185]

**SALAMANDER FIRE INSURANCE
COMPANY.**

THE Underigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE
at Current Rates.

**HOTZ, JACOB & CO.,
Agents.** [33]

SHORTHAND AND TYPEWRITING.

LESSONS can be had in the above Subjects
at a Moderate Charge.

For further particulars, apply to—
**CHAS. J. JUDAH,
Care of Daily Press Office.**
Hongkong, 24th October, 1901. [2707]

**AMERICAN SYSTEM
OF
DENTISTRY**

AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW
(LATE OF POATE & NOBLE).
Hongkong 15th September, 1899. [2345]

SIEN TING.

SURGEON DENTIST.
No. 10, PAGULAB STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. [2405]

H. F. CARMICHAEL

**CONSULTING ENGINEER,
SURVEYOR AND CONTRACTOR.**

QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG.
A B O Code, 4th Edition.

Liaber's Standard Code.

TELEPHONE, 232.
Hongkong, 21st June, 1901. [1554]

POHOOMULL BROTHERS

37 & 39, QUEEN'S ROAD CENTRAL.
**WHOLESALE & RETAIL
IMPORTERS AND EXPORTERS.**
Have for Sale,
Indian, Chinese and Japanese Silk Goods
for Ladies and Gentlemen, and other Articles.
Oriental Embroidery, Rugs and Carpets,
Jewelry, Cashmere Shawls, Ivory, Sandalwood
and Tortoiseshell Wares, Curiosities and Fancy
Goods.

Inspection is SOLICITED.
Hongkong, 8th November, 1900.

BOARD AND RESIDENCE.

**COMFORTABLY FURNISHED
ROOMS, with Board.**

Apply to Mrs. MATHER,
2, Fodder's Hill.
Hongkong, 1st January, 1892.

TO LET

TO LET.

GODOWN, No. 54, DUDDELL STREET
Apply to—
**THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.**
Hongkong, 5th July, 1901. [1692]

TO LET.

3 ORMSBY VILLAS, KOWLOON. Five
Rooms, Garden and Tennis Court.
Apply to—
A. S. WATSON & CO., LTD.
Hongkong, 30th October, 1901. [2761]

TO LET.

**No. 1, STEWART TERRACE, the
PEAK.**
Apply to—
**THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.**
Hongkong, 17th July, 1901. [1799]

TO LET.

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Hongkong, 29th October, 1901. [2753]

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Hongkong, 16th October, 1901. [2642]

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Hongkong, 1st August, 1901. [1637]

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No. 8, ROBINSON ROAD.
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Hongkong, 5th October, 1901. [2550]

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Hongkong, 8th October, 1901. [2562]

TO LET.

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Hongkong, 13th July, 1901. [66]

TO LET.

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**THE HONGKONG AND KOWLOON
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Hongkong, 5th October, 1901. [2548]

TO LET.

BOARD AND RESIDENCE.
"GLENWOOD,"
21, CAINES ROAD.
Hongkong, 30th September, 1900. [2403]

TO LET.

A HOUSE in RYDON TERRACE.
Apply to—
"THE RETREAT," MOUNT KELLET.
Hongkong, 13th July, 1901. [66]

TO LET.

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SPORT AND ANECDOTE.

BY AN OLD FOEY.

MACLAREN'S AUSTRALIAN TEAM.

The fifteenth team of English cricketers bound for the land of the wattle blossom and the kangaroo have now left the shores of old England on board the *Onurak*, a ship which made its maiden voyage about two years and a half ago. Few combinations have been subjected to such frank criticism, and had it been possible to ruin the venture by fault-finding of a persistent and penetrating character, Mr. Archibald MacLaren's selections would have been crushed some weeks ago. Happily the Melbourne club are not easily discouraged, and MacLaren is just the man to snap his fingers at the so-called critics and at the public in general. As I have written some time ago—and I have no intention of stultifying myself—I would very much have preferred that the Marylebone Club had undertaken the selection of the team and the management of the entire undertaking. But as the first two men the M.C.C. invited, I shall to K. S. Ranjitsinhji and Charles B. Fry, both declined to make the journey, the premier club decided to abandon the project. Then the Melbourne club, not to be disappointed, as they had twice been by the M.C.C., asked MacLaren to act as entrepreneur. Thereupon the Lancashire captain laid the whole of the facts before the M.C.C. Committee, including the financial aspect of the tour, and they gave him permission to proceed. I have the best reason for knowing that MacLaren was perfectly frank over the matter, and was cordially met by English powers that be. Then he proceeded on his task, and as "Ranji," Fry, Rhodes and Hirst, the four men at the head of the averages, were unable to cross the ocean with him, he was naturally at a great disadvantage. And yet let us see the fourteen players he has chosen. They are:—Willie Quaife (batting average 56), John Tyldesley (average 55), Tom Hayward (average 50), Mr. Charles McGahey (average 48), Mr. A. O. Jones (average 46), Mr. G. L. Jessop (average 49), A. A. Lilley (average 39), John Gunn (average 36), Len. Braund (average 36), Mr. Harold Gurnett (average 35), Mr. A. C. MacLaren (average 31), Mr. C. Robson (average 15), and the young bowlers Blythe, of Kent, and Sidney Barnes, of Lancashire. Now when one comes to examine that team carefully it cannot be denied that there is a collection of very fine batsmen, and every one of these save John Gunn is quite capable of knocking up a hundred runs in any first-class match. I should be sorry to suggest that John Gunn has not the ability to reach three figures. I merely point to the fact that up to the present he has never had the good fortune to reach that figure, whereas eleven of his comrades have frequently been gazetted among the century-makers. Moreover, seven of the fourteen have played for England against Australia in the Mother Country. They are a fine fielding combination, and have a grand wicket-keeper in Dick Lilley. Possibly the weakness is in the bowling. But bowling all over England at the present time is mediocre in quality. Rhodes is a magnificent left-hander, but one of the greatest batsmen in the world told me that he was not at all sure Rhodes would be a success on the ironed-shirt-front wickets of Australia. On a perfect pitch Blythe is the more difficult, and if that smiling, soft-voiced, pleasant youth has his health, he may get a host of victims. Then again, when Hirst was last in Australia he was by no means fatal with the ball, as in all the eleven-side games he only captured nine wickets for 683 runs. His very best effort was 4 wickets for 66 runs against New South Wales. Now John Gunn has taken his place. He is a left-hander of good medium pace with natural break, and the better the pitch the better he bowls. Then we have Sidney Barnes, of Burnley, and I should not be astonished if he does wonders. He is a born cricketer, and in 1891 knew nothing of the game. His bowling will be strange to everybody, and that is a great advantage to his side. But apart from these three regular bowlers there are six others in the team who are all accustomed to doing a leading part in the attacking forces in county cricket. Moreover, no fewer than four are recognised leg-break bowlers who get a lot of wickets, Len Braund being, of course, the best of the party. On his day Tom Hayward can bowl, and Dick Lilley, I bid you remember, has taken a wicket for England against Australia. It may be urged that there is no fast bowler on the side; better be without such an expensive luxury if he is not a wonder. On the whole, I am inclined to think that MacLaren and his men will do well. Stoddart's last team was regarded as very strong, and so was Lord Sheffield's side of ten years ago—but both were beaten and failed in the Test Matches. The weakest teams, according to home estimates, have done the best in Australia, and I by no means despair, for MacLaren's team has plenty of ability and patience—the two great requisites for their task. As the Rt. Hon. Joseph Chamberlain said—"I cordially wish them a pleasant trip."

A SKETCH OF THE CAPTAIN AS A BOY.
Although Archibald MacLaren has twice visited Australia before, each time under the sign of A. E. Stoddart, this is his first trip as captain, although it should not be overlooked that when W. G. Grace retired from these Test Matches in 1899 MacLaren was selected to lead England on our own playing fields in the remaining four matches. Again his batting in Australia has always been insignificant, and anyone who runs away with the impression that MacLaren has been unduly exalted had better hide his head. The son of the late Mr. James MacLaren, an ex-president of the Ragby Union, and a member of a firm that was once well-known in Manchester—Peter MacLaren and nephews—Archibald Campbell MacLaren was born at Manchester on December 1, 1872. Reared in an atmosphere of sport it is recorded that when he was quite a toddler his uncle and the gardener used to bowl at him, just as I once heard the late Duke of Devonport say that as he drove in to Bristol he had frequently seen Mrs. Grace bowling to her sturdy boy, William Gilbert. Why, when MacLaren was seven or eight years old he was often taken to Old Trafford. On one of these occasions he heard a lady tell his mother that Briggs first played for Lancashire when he was only 18. What was the result? This little boy, who was full of cricket, resolved that he would do as Johnny Briggs had done. As he came out for his county on August 14, 1890, he was ahead of the record of Briggs. But I am anticipating. When he went to Elstree School he had made his mark at the tender age of ten, and gained his colours at eleven. One of the masters, Mr. W. N. Roe, the old Cantab who afterwards played for Somerset, declared that young Master MacLaren was the best boy cricketer he ever saw. MacLaren's first hundred was 100 for Elstree School against the village lads. After being captain in 1885 he went to Harrow next year. In 1887 he earned his place in the eleven there, and for four years played at Lord's against Eton. In 1890 he was the captain of Harrow, and in that season was tried for his county, with the result that in his first match he scored 108 against Sussex, in two hours and ten minutes at Brighton.

THE FULL-FLEDGED MAN.

Now at Elstree he had the benefit of the coaching of the Rev. Vernon Royle, W. N. Roe, C. P. Wilson, and P. H. Morton, while at Harrow, the late Lord Beesborough and the late I. D. Walker were enthusiastic in their tuition. Coming on to manhood, the ripe experience of A. N. Hornby, Alec Watson, and Dick Pilling was poured into his ear. Thus, when he attained his majority, he was a remarkable cricketer; and it would have been surprising had he not been so, for his natural aptitude received assiduous cultivation. Mr. MacLaren tried many vocations, but cricket with him has been such a consuming passion that he has sacrificed everything for the game he loved. It would require several columns to dilate upon all his exploits on the peaceful field. His reputation gradually grew, and Andrew Stoddart eventually decided to take him to Australia in 1894-95. I believe that Stoddart had some slight hesitation over the matter, but in MacLaren's first eleven-side match against Victoria at Melbourne, on November 16th, 1894, he walked in and hit up 228. Twice again he exceeded the century, and at the close of the tour had an average of 47 for 17 completed innings, figures which were only surpassed by Stoddart's 51 for the same number of finished efforts. Needless to say, this tour greatly enhanced his reputation. Returning to England he was engaged at Harrow in scholastic work until the middle of July, 1895, when he went to Taunton, and helped Lancashire against Somerset. Without any previous practice he went in first, batted seven hours and fifty minutes, and scored 424 out of 792. This remains the world's record for first-class cricket—and I well remember a friend who took a fancy to score MacLaren's innings in his cigarette-book. Well, he filled the "volume," and required another. The London critic who impudently declared that MacLaren had lived on the reputation of this 424 overlooked the fact that within the next six days he hit 152 against Nottingham, 108 against Middlesex, and 135 against Leicestershire—consecutive innings. In successive years at the Canterbury Festival, that is in 1896 and 1897, he made 226 (not out) and 244 for Lancashire against Kent. Preceding to Australia again in the autumn of 1897 he hit up 142 and 100 against New South Wales in the same match—thus creating a record for Australian class cricket, while he compiled two "centuries" in the Test matches—and six during the tour. His form on the Sydney ground was simply marvellous, and he captained the team well when Mr. Stoddart was ill. In the two tours he scored no fewer than nine "centuries," and certainly his reputation in Australia is quite as great as in England. During this trip he married Kathleen Mand, the daughter of Mr. Robert Power, a well-known sportsman of Mynong, near Melbourne, and, of course, she came to England with him. To sum up, I may say that MacLaren has captained Elstree, Harrow, Lancashire, and England, and that at his best he is surpassed by none, either as batsman or fielder. He has hit no fewer than twenty-seven three figures' innings, and is a masterly forcing batsman of great power when once he begins scoring. He has hardly ever played through a season without interruption from some cause or another, but taken for all in all I am convinced that MacLaren is form is a wonder. Every stroke on the green can be executed by him; therefore there is no need to specialise. He can play either back or forward, and Richard Daft once told me that no modern master made the ball leave his bat at the same speed as MacLaren. Of late years the old Harrovian has not been seen at his best owing to lack of patience; but this is excusable in a man who is a martyr to rheumatism in the neck. As a soldier MacLaren is great whether it be in the slips or away in the boundary. I have seen him make catches like sleight-of-hand work at short-stop, mid-off, and extra cover-point, while anyone who recalls W. G. Grace's Jubilee Match at Lord's will remember that MacLaren's fielding away on the edge of the green was an inspiration.

A CAPTAIN AND A COMRADE.

From time to time, especially during this season, MacLaren's tactics as captain have been severely criticised. Doubtless he has made mistakes, but I know the subject of this sketch, and have studied him. I bid you remember that he always has a reason for what he does, that he is not a stereotyped person; and he is not afraid of making an experiment and running a risk for the sake of sport. These are not bad qualities, for he is strong, resolute, and brave. There is one trait in MacLaren's character I cannot help admiring,

although it has subjected him to much hostile criticism. He is not a popularity hunter; he will not bow-low to anybody, even if they are likely to be valuable and influential friends, he never carries favour with pressmen, and he absolutely refuses to listen to popular clamour. He objects to the crowd dictating to the captain of a team, and simply ignores them as a protest. Some people consider that he is not genial and all that sort of stuff; but I like to see a self-reliant man; a dominant personality, who cares not a pin for peer or peasant. There are many misconceptions about MacLaren, and I prefer to all gossip my own opinion, backed up as it is by the feelings of those who have toured with him in Australia before. Prince Ranjitsinhji summed him up well when he wrote:—"In short, he is a thorough sportsman and a grand fellow." Well, good luck to him and his men!

London, 25th September.



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NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Steamship "ARRATOON APCAR," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at once. Cargo remaining on board after 2 P.M. on the 30th inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited. Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSOON, BONS & CO., Agents. Hongkong, 28th October, 1901. [2745]

NOTICE TO CONSIGNEES.

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CHRISTMAS

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Hongkong, 26th October, 1901. Superintendent. [2]

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GLASGOW and LIVERPOOL	"IXION"	On 21st November.
FOR	HOMEWARDS	TO SAIL
LONDON	"NESTOR"	On 12th November.
LONDON	"MACHAON"	On 15th November.
LONDON	"ACHILLES"	On 16th November.
LIVERPOOL Direct	"DARDANUS"	On 15th November.
LIVERPOOL Direct	"IXION"	On 15th December.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 28th October, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
TIENSIN	"KWEIYANG"	On 5th November.
IOILO and CEBU	"KAIFONG"	On 8th November.
MANILA	"CHANGSHA"	On 10th November.
PORT DARWIN, THURSDAY		
ISLAND COOKTOWN, POWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 10th November.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th October, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

VICTORIA (B.C.), SEATTLE AND TACOMA.

THE Steamship

"OOPACK"
3,883 Tons, Commander J. Barber, is due here on 4th November, and will have quick despatch. For Rates of Freight and Further Particulars, apply to

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 23rd October, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"RICHMOND CASTLE" On 15th November.
"KURDISTAN" On 30th November.
"LENNOX" On 15th December.
"ORONSAY" On 31st December.
"HILLGLEN" On 15th January.
"LOWTHER CASTLE" On 31st January.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 28th October, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE"
Captain McArthur, will be despatched for the above ports on THURSDAY, the 21st November, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.
K.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 28th October, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE

RITCHIESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "KYARVEN" On 1st December.
S.S. "THYRA" On 20th December.

THE Steamship "KYARVEN" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE, and YOKOHAMA on SUNDAY, the 1st December.

Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 31st October, 1901.

VESSELS ON THE BERTH
U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 12th November, at NOON.
"COPTIC"	WEDNESDAY, 20th November, at NOON.
"CITY OF PEKING"	SATURDAY, 7th December, at NOON.
"GALLIC"	SATURDAY, 14th December, at NOON.
"CHINA"	TUESDAY, 31st December, at NOON.
"DORIC"	THURSDAY, 9th Jan., 1902, at NOON.

THE P. M. S.S. Co.'s Steamship "PERU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 12th November, at NOON, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines. Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,
ACTING AGENT.

Hongkong, 19th October, 1901.

FOR NEW YORK.

THE 3/4 A II American Ship

"MANUEL LLAGUNA"
will load during October, sailing about 25th October.

For Freight, apply to
SHEWAN TOMES & CO.

Hongkong, 11th July, 1901. 1759

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"COROMANDEL"
Captain F. W. Vibert, R.N., carrying His Majesty's Mail, will be despatched from this port on SATURDAY, the 14th November, at NOON, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 28th October, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, PIRAE AND TRIESTE.

(Taking Cargo at through rates to the BRITISH, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"MARQUIS BACQUEHEM"
Captain Billefer, will be despatched as above on TUESDAY, the 19th of November, P.M.

The steamer has capital accommodation for Passengers. Electric light. A Doctor is carried. For information as to Passage and Freight, apply to

SANDER, WISLER & CO.,
Agents.

Hongkong, 28th October, 1901.

VESSELS ON THE BERTH
PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamships

"INDRAVELLI," "INDRAPURA," and "KNIGHT COMPANION,"

between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION"
will be despatched for Portland (Or.) on or about 14th November, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON,
General Agent.

Hongkong, 30th October, 1901. [2757]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in

Hongkong Harbour:—
Hellen A. WILMAN, American ship, Vanho.

Arabid, Karling & Co.

STATE OF MAINE, American ship, Colcord.

Standard Oil Co.

W. H. CONNER, American ship, Colcord.

Standard Oil Co.

FOREIGN BENEFIT OF WAR ON THE CHINA AND JAPAN STATION.

Admiral Korniloff, Russian protected cruiser, 36 guns, 9,000 h.p., Capt. Jukovlev, at Taku.

Admiral Nakhimoff, Russian cruiser, 9,000 h.p., Capt. Vitolovski, at Yokohama.

Alouette, French cruiser, 300, Lieut. Aoum Bello, on Yangtze.

Amiral Charner, French gunboat, 450 tons, Capt. Bachein, at Saigon.

Amphipolis, American gunboat, 1,000 tons, 10 guns, 1,277 h.p., Comdr. Karl Rohrer, at sea.

Aspic, French gunboat, 475 tons, 3 guns, 450 h.p., Comdr. Journet, at Saigon.

Bengali, French gunboat, 580 tons, Lieut. Fille, at Kobe.

Brooklyn, American (flagship) armoured cruiser, Captain F. W. Diokens, at Cavite.

Bugenda, French cruiser, 4,000 tons, 19 guns, 9,000 h.p., Capt. Lefevre, at Woumang.

Bussard, German cruiser, 1,000 tons, 8 guns, Comdr. von Bessewitz, at Chasselow.

Chasselow, French cruiser, 3,800 tons, Capt. De Epilay St. Luc, at Woumang.

Comete, French gunboat, Capt. Lene, at Bangkok.

Decide, French gunboat, 600 tons, 6 guns, Capt. Lesany, at Pakhoi.

D'Entrecasteaux, French flagship, 14 guns, 13,500 h.p., Capt. D. du Castel, at Bangkok.

Descartes, French cruiser, 4,000 tons, 19 guns, 9,000 h.p., Capt. de Sance, on Yangtze.

Dimitri Donkoff, Russian armoured cruiser, 5,893 tons, 34 guns, 7,000 h.p., Comdr. Sharon, at Port Arthur.

Don Juan de Austria, American gunboat, Com. Bowman, at Manila.

Eclairer, French gunboat, 8 guns, 2,050 h.p., Capt. Terrier, at Taku.

Elba, Italian cruiser, 13 guns, Capt. Cassella, at Nagasaki.

Fierarocca, Italian cruiser, 4,000 tons, Capt. Gagliardi, at Nagasaki.

Frant, French cruiser, 3,900 tons, Capt. Adam, at Amoy.

Furst Bismarck, German flagship, Vice-Admiral Bendemann, 11,000 tons, 36 guns, Capt. Graf Molke, at Nagasaki.

Gaidamak, Russian torpedo-boat, 18 guns, 3,500 h.p., Capt. Serbrennoff, at Taku.

Geier, German cruiser, 1,600 tons, 8 guns, Comdr. Bauer, at Amoy.

General Alava, American gunboat, 1,800 tons, Lieut. Comdr. W. F. Halcy, at Manila.

Gremiatyeh, Russian gunboat, 1,403 tons, 2 guns, 2,500 h.p., Capt. Smirnov, at Shanghai.

Gromoboi, Russian battleship, 12,436 tons, 26 guns, 14,500 h.p., at Nagasaki.

Guichen, French cruiser, 820 tons, Capt. De Surgy, at Nagasaki.

Hansa, German cruiser. Rear-Admiral Kirenhoff, 6,500 tons, 30 guns, Capt. Pascheu, at Woumang.

Helena, American gunboat, 8 guns, 1,998 h.p., Comdr. E. E. Luger, at Nagasaki.

Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Taku.

Itis, German gunboat, 1,000 tons, 10 guns, Lieut. Comdr. Schamer, at Hongkong.

Isla de Luzon, American gunboat, Comdr. J. K. Cogswell, at Manila.

Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Berger, at Tongku.

Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gulich, at Nagasaki.

Kentucky, American battleship, 11,500 tons, Capt. C. H. Stockton, at Yokohama.

Kersaint, French gunboat, 13 guns, 2,200 h.p., Captain de la Motte du Portail, at Saigon.

Koroveitz, Russian cruiser, 9 guns, 2,150 h.p., Capt. Sillman, at Taku.

Lion, French gunboat, 740 tons, 4 guns, 500 h.p., Capt. Frost, at Nagasaki.

Luchs, German gunboat, 850 tons, 10 guns, Comdr. Dehnhardt, at Shanghai.

Mandouk, Russian cruiser, 14 guns, 1,400 h.p., Capt. Kachloff, at Newchwang.

Manila, American gunboat, 2 guns, 750 h.p., Comdr. T. H. Stevens, at Manila.

Marie Therese, Austrian cruiser, 5,900 tons, 30 guns, Capt. Ceslich, at Nagasaki.

Monadnock, American double-turret monitor, 4,000 tons, 12 guns, 4,050 h.p., Capt. Speyers, at Canton.

Monocacy, American gunboat, 6 guns, 850 h.p., Comdr. F. M. Wise, at Taku.

Monterey, American monitor, Capt. G. W. Pigman, en route Shanghai.

Navarin, Russian battleship, 2 guns, 1,150 h.p., Capt. Belidomskoff, at Nagasaki.

New York, American flagship, 8,200 tons, 24 guns, Capt. M. E. S. Mackenzie, at Cavite.

New Orleans, American cruiser, Lieut. Comdr. Sperry, at Shanghai.

Nive, French cruiser, 6,000 tons, Capt. Morazan, at Taku.

Oly, French gunboat, on the Yangtze.

Opassary, Russian gunboat, 1,490 tons, 12 guns, 2,500 h.p., Capt. Jensen, at Taku.

Pascal, French cruiser, 14 guns, 8,500 h.p., Capt. Motet, at Taku.

Petrel, American gunboat, 4 guns, 1,065 h.p., Comdr. C. C. Corwell, at Manila.

Petrovsk, Russian battleship, 12,000 tons, Capt. Grovis at Yokohama.

Poltava, Russian battleship, 11,000 tons, Capt. Orgeroff, at Nagasaki.

Princeton, American gunboat, 6 guns, 800 h.p., Comdr. J. E. Selfridge, at Hongkong.

Razbonik, Russian cruiser, 1,320 tons, 10 guns, Capt. —, at Taku.

Redoubtable, French cruiser, 9,437 tons, 8 guns, 8,071 h.p., Capt. Nony, at Nagasaki.

Rosina, Russian cruiser, 12,200 tons, 28 guns, 14,500 h.p., Capt. Seppelrenipoff, at Nagasaki.

Rurik, Russian flag-ship, 48 guns, 13,500 h.p., Comdr. Haupt, at Taku.

Schwabe, German cruiser, 1,120 tons, 8 guns, 1,500 h.p., Comdr. Boerner, at Shanghai.

Seeadler, German cruiser, 1,640 tons, 8 guns, 2,300 h.p., Comdr. Schneck, at Taku.

Serastopol, Russian battleship, 10,900 tons, Capt. Meleutsky, at Nagasaki.

Silach, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barranoff, at Port Arthur.

Sissol, Russian battleship, 14 guns, 8,500 h.p., Capt. Molles, at Taku.

Sivonich, Russian gunboat, 13 guns, 1,200 h.p., Capt. Soubatin, at Taku.

Styr, French cruiser, 1,800 tons, Capt. Vincent, at Canton.

Surprise, French gunboat, 2 guns, 900 h.p., Capt. Mornet, at Nagasaki.

Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstaedt, at Hankow.

Vanban, French cruiser, 11 guns, 4,560 h.p., Capt. Boute, at Kwang-chow-wan.

Vesuvius, Italian cruiser, 6,000 tons, 18 guns, Capt. Negri, at Nagasaki.

Vikiburg, American gunboat, 1,000 tons, 10 guns, 1,113 h.p., Comdr. E. B. Barry, at sea.

Viper, French gunboat, Lieut. Glon del Villeneuve, at Foochow.

Vivurio, Italian cruiser, 1,500 tons, 18 guns, Capt. Zeti, at Nagasaki.

Vladimir Monomach, Russian cruiser, 16 guns, Capt. Prince Ouchinskoy, at Taku.

Vladik, Russian torpedo-boat, 18 guns, 1,500 h.p., Capt. Rogulin, at Taku.

Williamston, American cruiser, 1,397 tons, 8 guns, Comdr. E. S. Prime, at Taku.

Yorktown, American gunboat, 17 tons, 6 guns, 1,801 h.p., Comdr. W. Swift, Manila.

Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 1,194 h.p., Comdr. Shkruft, at Nagasaki.

Zaire, Portuguese gunboat, 605, Capt. Millo, at Macao.

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers.

Call Flag W.

J. W. KEW,
Manager,
20, Des Voeux Road.

Hongkong, 18th December, 1900.

TSANG FOO & CO.

SAM

